

## § 29.1307

(21) An individual fuel pressure indicator for each engine, unless the fuel system which supplies that engine does not employ any pumps, filters, or other components subject to degradation or failure which may adversely affect fuel pressure at the engine;

(22) A means to indicate to the flightcrew the failure of any fuel pump installed to show compliance with § 29.955;

(23) Warning or caution devices to signal to the flightcrew when ferromagnetic particles are detected by the chip detector required by § 29.1337(e); and

(24) For auxiliary power units, an individual indicator, warning or caution device, or other means to advise the flightcrew that limits are being exceeded, if exceeding these limits can be hazardous, for—

- (i) Gas temperature;
- (ii) Oil pressure; and
- (iii) Rotor speed.

(25) For rotorcraft for which a 30-second/2-minute OEI power rating is requested, a means must be provided to alert the pilot when the engine is at the 30-second and 2-minute OEI power levels, when the event begins, and when the time interval expires.

(26) For each turbine engine utilizing 30-second/2-minute OEI power, a device or system must be provided for use by ground personnel which—

- (i) Automatically records each usage and duration of power at the 30-second and 2-minute OEI levels;
- (ii) Permits retrieval of the recorded data;
- (iii) Can be reset only by ground maintenance personnel; and
- (iv) Has a means to verify proper operation of the system or device.

(b) For category A rotorcraft—

(1) An individual oil pressure indicator for each engine, and either an independent warning device for each engine or a master warning device for the engines with means for isolating the individual warning circuit from the master warning device;

(2) An independent fuel pressure warning device for each engine or a master warning device for all engines with provision for isolating the individual warning device from the master warning device; and

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(3) Fire warning indicators.

(c) For category B rotorcraft—

(1) An individual oil pressure indicator for each engine; and

(2) Fire warning indicators, when fire detection is required.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-3, 33 FR 970, Jan. 26, 1968; Amdt. 29-10, 39 FR 35463, Oct. 1, 1974; Amdt. 29-26, 53 FR 34219, Sept. 2, 1988; Amdt. 29-34, 59 FR 47768, Sept. 16, 1994; Amdt. 29-40, 61 FR 21908, May 10, 1996; 61 FR 43952, Aug. 27, 1996]

### § 29.1307 Miscellaneous equipment.

The following is required miscellaneous equipment:

(a) An approved seat for each occupant.

(b) A master switch arrangement for electrical circuits other than ignition.

(c) Hand fire extinguishers.

(d) A windshield wiper or equivalent device for each pilot station.

(e) A two-way radio communication system.

[Amdt. 29-12, 41 FR 55473, Dec. 20, 1976]

### § 29.1309 Equipment, systems, and installations.

(a) The equipment, systems, and installations whose functioning is required by this subchapter must be designed and installed to ensure that they perform their intended functions under any foreseeable operating condition.

(b) The rotorcraft systems and associated components, considered separately and in relation to other systems, must be designed so that—

(1) For Category B rotorcraft, the equipment, systems, and installations must be designed to prevent hazards to the rotorcraft if they malfunction or fail; or

(2) For Category A rotorcraft—

(i) The occurrence of any failure condition which would prevent the continued safe flight and landing of the rotorcraft is extremely improbable; and

(ii) The occurrence of any other failure conditions which would reduce the capability of the rotorcraft or the ability of the crew to cope with adverse operating conditions is improbable.

(c) Warning information must be provided to alert the crew to unsafe system operating conditions and to enable

them to take appropriate corrective action. Systems, controls, and associated monitoring and warning means must be designed to minimize crew errors which could create additional hazards.

(d) Compliance with the requirements of paragraph (b)(2) of this section must be shown by analysis and, where necessary, by appropriate ground, flight, or simulator tests. The analysis must consider—

(1) Possible modes of failure, including malfunctions and damage from external sources;

(2) The probability of multiple failures and undetected failures;

(3) The resulting effects on the rotorcraft and occupants, considering the stage of flight and operating conditions; and

(4) The crew warning cues, corrective action required, and the capability of detecting faults.

(e) For Category A rotorcraft, each installation whose functioning is required by this subchapter and which requires a power supply is an "essential load" on the power supply. The power sources and the system must be able to supply the following power loads in probable operating combinations and for probable durations:

(1) Loads connected to the system with the system functioning normally.

(2) Essential loads, after failure of any one prime mover, power converter, or energy storage device.

(3) Essential loads, after failure of—

(i) Any one engine, on rotorcraft with two engines; and

(ii) Any two engines, on rotorcraft with three or more engines.

(f) In determining compliance with paragraphs (e)(2) and (3) of this section, the power loads may be assumed to be reduced under a monitoring procedure consistent with safety in the kinds of operations authorized. Loads not required for controlled flight need not be considered for the two-engine-inoperative condition on rotorcraft with three or more engines.

(g) In showing compliance with paragraphs (a) and (b) of this section with regard to the electrical system and to equipment design and installation, critical environmental conditions must be considered. For electrical genera-

tion, distribution, and utilization equipment required by or used in complying with this subchapter, except equipment covered by Technical Standard Orders containing environmental test procedures, the ability to provide continuous, safe service under foreseeable environmental conditions may be shown by environmental tests, design analysis, or reference to previous comparable service experience on other aircraft.

(h) In showing compliance with paragraphs (a) and (b) of this section, the effects of lightning strikes on the rotorcraft must be considered.

(Secs. 313(a), 601, 603, 604, and 605 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, 1424, and 1425); and sec. 6(c), Dept. of Transportation Act (49 U.S.C. 1655(c)))

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#### INSTRUMENTS: INSTALLATION

##### § 29.1321 Arrangement and visibility.

(a) Each flight, navigation, and powerplant instrument for use by any pilot must be easily visible to him from his station with the minimum practicable deviation from his normal position and line of vision when he is looking forward along the flight path.

(b) Each instrument necessary for safe operation, including the airspeed indicator, gyroscopic direction indicator, gyroscopic bank-and-pitch indicator, slip-skid indicator, altimeter, rate-of-climb indicator, rotor tachometers, and the indicator most representative of engine power, must be grouped and centered as nearly as practicable about the vertical plane of the pilot's forward vision. In addition, for rotorcraft approved for IFR flight—

(1) The instrument that most effectively indicates attitude must be on the panel in the top center position;

(2) The instrument that most effectively indicates direction of flight must be adjacent to and directly below the attitude instrument;

(3) The instrument that most effectively indicates airspeed must be adjacent to and to the left of the attitude instrument; and